

For Europe & America
India, Australia, &c., and for
Private Residents at the
Outposts.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORTER.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857



No. 15,279, 號九十七百二千五百萬一第一 日三十二月二年三十三緒光 HONGKONG, FRIDAY, APRIL 5TH, 1907. 五拜禮 號五月四年七零百九十一英港香 PRICE, \$3 PER MONTH.

DISINFECT
WITH
WATSON'S
HYGIENOL
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.
a120

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.50 per cask ex Factory
to Bags 250 lbs. net \$2.70 per bag ex Factory.
SHEWAN. TOME'S & CO.,
General Managers.
Hongkong, 3rd October, 1906. a244

WANTED
WANTED.

CHINESE GODOWN-KEEPER able to
provide substantial guarantees and deposit
\$10,000 cash at good interest. State salary and
full particulars.
GODOWN,
Cars of "Daily Press" Office.
Hongkong, 1st April, 1907. 681

WANTED AT ONCE.

A CLERK for a Shipping Office; some
knowledge of shipping required. Apply
in writing to—
"XPDNC,"
Cars of "Daily Press" Office.
Hongkong, 4th April, 1907. 705

BOARD AND RESIDENCE
PRIVATE BOARD AND RESIDENCE
MRS. GILLEANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 604

FIRST-CLASS BOARD & RESIDENCE
AT
"BRAESIDE"

A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large airy and well
furnished Bedrooms, every home comfort. Fine
View of the Harbour. Terms moderate.
Apply to Mr. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Tung Yuen")
Hongkong, 27th June, 1905. 743

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.
IN LIQUIDATION.

TIME TABLE

7.00 a.m. to 7.30 a.m. ... Every 10 minutes.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.30 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 2.45 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
7.30 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 8.30 p.m. ... Every 15 minutes.
8.30 p.m. to 9.00 p.m. ... Every 10 minutes.
9.00 p.m. to 9.30 p.m. ... Every 15 minutes.
9.30 p.m. to 10.00 p.m. ... Every 10 minutes.
10.30 p.m. to 11.00 p.m. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
8.00 p.m. to 9.00 p.m. ... Every 10 minutes.
9.00 p.m. to 10.00 p.m. ... Every 15 minutes.
10.00 p.m. to 11.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.45 to 11.15 p.m.
every half hour.

SUNDAY.
Extra Cars at 11.30 p.m. and 11.45 p.m.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.30 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
8.00 p.m. to 9.00 p.m. ... Every 10 minutes.
9.00 p.m. to 10.00 p.m. ... Every 15 minutes.
10.00 p.m. to 11.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.45 to 11.15 p.m.
every half hour.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.
JOHN D. HUMPHREYS & S. N.
Liquidators.
Hongkong, 27th August, 1907. 677

**AUTOMATIC BROWNING
POCKET PISTOLS.**

CALIBRE 7.65 mm.
With CHAMBER for 8 CALTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. 46

DENTAL SURGEON,
G. DE PERINDORGE.

DIPLOMA: PARIS.
LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILINGS.
3RD FLOOR, HOTEL MANSIONS,
PEDDER STREET

CUTLER, PALMER & CO..

WINE & SPIRIT MERCHANTS.

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA
ESTABLISHED 1815.

	Per Case.
BRANDY	\$21.50
"	19.00
"	16.00
WHISKY, PALL MALL	19.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.00
" C. P. & CO.'S SPECIAL BLEND	10.00
PORT WINE, INVALIDS	19.00
" DOURO	13.00
SHERRY, AMOROSO	19.00
" LA TORRE	15.25
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO..
HONGKONG AGENTS.



**MACKIE'S
WHITE HORSE CELLAR**

THE UNRIVALLED SCOTCH WHISKY

\$13.00 PER DOZEN.

LANE, CRAWFORD & CO.
SOLE AGENTS.

W. BREWER & CO.
PEDDER STREET (Adjoining Main Entrance) HONGKONG HOTEL

NEW EDITION RUSKINS WORK'S—LEATHER BINDINGS \$1.20 each.
Selections from Ruskin. Political Economy of
Unto this last. Arts.
Elements of Drawing. Lectures on Architecture.
Two Paths.
From West to East; by H. Jerningham. \$11.00
Before Port Arthur in a Destroyer. 8.25.
Memoirs of Napoleon, by Bourrienne. 2.50
Maria Corveil—The Writer and the
Woman, by Bell and Coates. 3.50
The American Scene, by Henry James. 5.00
Picturesque London, by Fitzgerald. 10.00
The Courtship of Queen Elizabeth. 4.00
China in Decay, by Krause. 2.50
Great Astronomers, by Ball. 2.50

SOLE AGENTS FOR THE
LICKENDERFER TYPEWRITERS.

New Wall Map of Central Hongkong
on Rollers. \$10.00

a22

NOTICES OF FIRMS

NOTICE.

M. EDWARD JOHN CHAPMAN has
been authorized to sign our Firm per
Procuration on and after 1st April, 1907.
LINSTEAD & DAVIS
Hongkong, 30th March, 1907. 679

NOTICE.

We have This Day taken MR. GUY
BLOOD into Partnership.
PALMER & TURNER.
Hongkong, 30th March, 1907. 680

NOTICE.

We have This Day authorized Mr.
HERMANN OLDFIELD and
MR. CARL GUSTAV HEINRICH REICK
to sign per Procuration the name of our Firm.
MEYER & CO.
Hongkong, 1st April, 1907. 682

NOTICE.

We have This Day authorized Mr.
HERMANN OLDFIELD and
MR. CARL GUSTAV HEINRICH REICK
to sign per Procuration the name of our Firm.
MEYER & CO.
Hongkong, 1st April, 1907. 682

NOTICE.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
Current Rates.
REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1907. 114

NOTICE.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31 DECEMBER, 1905
\$17,837,119.

I. AUTHORIZED CAPITAL... \$3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 3,867,720 19 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN. TOME'S & CO.,
Agents.
Hongkong, 11th July, 1906. 1349

NOTICE.

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
CARLOWITZ & CO.
Hongkong, 13th August, 1906. 29

NOTICE.

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CALTRIDGES
FIRING 10 SHOTS in 2 SEC. CONDS.
CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. 675

SUMMER SEASON, 1907.

ALTERNATING CURRENT

FANS.

REDUCED PRICES.

4 Blade Ceiling Fan, 3 speeds ... at \$80.00
2 Blade Ceiling Fan, 2 speeds ... at \$75.00
2 Blade Ceiling Fan, 2 speeds ... at \$65.00
Attachments for 1, 2, or 4 lights, extra.
12-inch Desk Fan, with cord & plug ... at \$25.00
16-inch Desk Fan, with cord & plug ... at \$35.00

A certain number of Secondhand Fans are
for Sale or Hire, particulars of which will be
furnished on application.

HONGKONG ELECTRIC CO., LTD.
Office: St. George's Building.
Works: Wing Fung Street, Wan Chai.
Hongkong, 1st April, 1907. 684

218

ON SALE.

BOUNDED VOLUMES of the HONGKONG

WEEKLY PRESS, July to December
1906. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS"

Office: Wing Fung Street, Wan Chai.
Hongkong, 27th February 1907. 684

218

228

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons

163 Bedrooms

Elegantly Furnished Reception Rooms

Private Bar and Billiard Room for Hotel

Residents

Hydraulic Lifts to each Floor.

Electric Lighting and Fans

Every Comfort

Ladies' Afternoon Tea Rooms

Ladies' Cloak Rooms

Matron in attendance

CHARGES MODERATE, AND NO EXTRAS

a22 H. HAYNES, Manager.

Hongkong, 24th July, 1905. a264

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted Electric Fans (if

required).

INTIMATION.



A. S. WATSON & CO.

LIMITED

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

BULL DOG

BRAND

LIGHT ALE

GUINNESS' STOUT

IN PINTS AND SPLITS.

BOTTLED BY THE CELEBRATED

FIR

ROBERT PORTER
& CO., LTD.

SOLE AGENTS:

A. S. WATSON & CO.

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 25th March, 1907.

30

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column
should be addressed to THE EDITOR.Correspondents must forward their news and add
resses with communications addressed to the Editor,
not for publication but as evidence or good faith.All letters for publication should be written on
one side of the paper.No anonymous signature—communications that have
already appeared in other papers will be returned.Orders for extra copies of the DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.Telegraphic Address: Press, Orders A.E.O. 4th Ed
"Liber."

P.O. Box, 33. Telephone No. 12

HONGKONG OFFICE: 104, DE VEXE ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 5TH, 1907.

WHEN Dr. MORRISON, lately returned to
Peking after a visit to this end of the
Chinese Empire, got his copy of the Times
dated March 8th, we fear he will experience
something like a shock. When he arrived at
Hafot after his interesting overland
journey, he sent an expensive telegram for
which any other correspondent of any other
paper would doubtless have received a
"wiggling." Professionally analysed, it was
a sort of make-weight message, not worth
the expense. To the ordinary reader it is
certainly an interesting sketch of an unusual
trip, and every paragraph of it forms part of
a faithful, if somewhat colourless, picture of
the situation existing in the area traversed.
Not having to pay the telegraphic charges
for it, we have no fault to find with it what-
ever. With the editorial supposed to be
based upon it, however, and the reckless
conclusions therein drawn, we cannot ex-
press equal satisfaction, and Dr. MORRISON
in the seclusion of his Peking library may
not improbably give vent to comments more
vigorous than we need or care to make. It
would be no business of ours at all, were it
not for the fact that so many people at
Home trust the "Thunderer," especially
those who know how reliable a narrator its
Peking correspondent is. Many of these
will fail to notice that the Times has said
things not warranted by Dr. MORRISON's
less gushing comments, and things more
optimistic than we have thought it just to
write for the consumption of our European
readers. Thus we feel justified in drawing
attention, in the interests of accuracy, to
the discrepancy between the correspondent's
facts and the leader-writer's embroideries.
Dr. MORRISON said his journey was a very

pleasant one, the officials and people
friendly, and that he met not the smallest
disagreeable incident. Upon this the Times
assures its readers that any stranger, if he
knows local manners and character as Dr.
MORRISON does (in which case he would
hardly be a "stranger") may pass through
Hunan and Kwangsi "in perfect comfort"
and safety. The safety may be temporarily
granted, but the other phrase conveys a
quite misleading idea of present day travel
in inland China. Its operations are very
slowly improving, but they are still far
from the perfection stated. That is a minor
point, however. Our illustrious contem-
porary goes on to explain that because Dr.
MORRISON was not molested, a "change
in the whole mental attitude of the
Chinese" is indicated. This is exaggeration
unworthy of such a journal's pre-
Book-Club reputation. It admits that
"shrewd and experienced observer" have
thought they discerned in "the reform
movement" a "strong and dangerous
anti-foreign bias," but Dr. MORRISON's
evidence (that he was not molested) tends
to throw doubt upon this view. Perhaps
the pessimists have been sending exaggerated
stories home, for this leader-writer evidently
held the impression that the usual incidents
of a journey across China were stones and
staves or worse. Undoubtedly many Chi-
nese now believe that "foreign influence
and foreign learning must play a great part
in the regeneration of their country," but
there are as many who desire to dispense
with the foreigner as soon as they have
learned what they want to know. As it is,
Dr. MORRISON's message made it clear that
most of the thirst for foreign knowledge
that he noted was being taken to Chinese
and Japanese teachers for assuagement.
Though he used the phrase "spread of
Western education," the traveller noted
that it was "defective compared with our
standard," and he said nothing of the
motives with which it is being sought.
"Everywhere was noticeable the desire to
learn English," but that is not necessarily
what the Times calls "the zeal for European
methods." The young man in Hongkong
who learns Cantonese does not do so because
he is a convert to native methods, but
because he thinks it will facilitate business
with the people who speak it. This desire
to learn English has been noticeable for a
long time before Dr. MORRISON made his
last trip, and has been held to account
largely for the apparent successes which
have raised the hopes of missionaries. A
writer some years ago remarked that it was
unnecessary for Englishmen to learn
European languages. He said the Englishman
had only to travel round holding up
a sovereign, and the various peoples would
make it their business to learn English in
order to ask him for it. The little parable
is not inapplicable to the Chinese appetite
for foreign "education," by which they
chiefly mean the language or languages.
It is true they are now studying
other things, foreign history, and
politics, and science. Dr. MORRISON men-
tioned that also, but he never said, and would
not dream of saying, such things as this
extract contains:

"Higher education has been education in the
Chinese classics. Even the most accomplished
of the native scholars have had no more con-
ception of the rudiments of scientific astronomy
and geography or of the conformation and
functions of the organs of the human body than
the most primitive of the islanders in the
Pacific or of the negroes in Central Africa.
The Renaissance and the Reformation together
can have brought no such shock to the received
ideas of medieval Europe as instruction in
modern science is bringing to the Chinese.
Both of those great movements were gradual
and at first affected a limited class, from which
they filtered down to the people. But in China
the light has been flashed upon comparatively
large masses of the nation together. It will be
of great interest to see the effect of so sudden
and so fierce an illumination on the habits and
character of a people whose whole civilization
and ethics have hitherto depended in an
exceptional degree upon habit."

The Chinese have had their astronomical
instruments, rather better than rudimentary,
and their maps, and physiological charts of
a sort; and we are surprised to find the
Times venturing to compare them with the
most primitive of the islanders in the Pacific."
There is a good deal more in the article,
but we will not go further with it.
The point to note is that it is too soon to
talk of this mental revolution of the Chinese,
if it ever will be time. Here and
there, and in constantly increasing numbers,
we admit, our neighbours are revising by
means of foreign text books their notions of
physiology, &c., but whether the British
Board School boy who believes the seat of
the emotions is in the skull has any political
advantage over the Chinese who thinks they
originate in the belly, is to us a matter of
doubt. Chinese politics and Chinese rela-
tions with the outside world concern us
most at present, and it is a mistake to
encourage home-dwellers to think that there

has been any material change. They are
already too apt, when a competent observer
like Dr. MORRISON remarks that the new
Chinese soldiers are a great improvement
on the old "Braves," to run away with the
idea that he means the Army of Asia is
organized, efficient, and mobilized.

Captain E. W. S. Mahon, R.E., has been
nominated for service in Hongkong.

A Helborn firm advertised for a woman
typist, offering a salary of 15s. a week. They
received 397 replies.

Information has been received from the
Madras Government to the effect that Hong-
kong has been declared an infected port by all
the uninfected ports of the Madras Presidency.
The annual concert in aid of the Y.M.C.A.
Library Fund is announced to take place at the
City Hall on Saturday the 13th inst. Many of
our best known vocalists are contributing to the
programme, and the concert is being held under
the patronage of H. E. the Governor.

It was a singular coincidence that the pirate
chief Yuan, the terror of the West River, was
only captured two days before the date fixed by
H. E. Viceroy Chow Fu when the officers of
the districts concerned were to be cashiered
unless the pirate was arrested.

The Swedish Government has just laid
before the Parliament a proposal to remove
the naval station now at Stockholm to Liding
Island, which is in the neighbourhood of
the Swedish capital. The cost of the removal
would be £150,000, and the sum of £1,055,555
has been asked for; the Government asks
for an immediate credit of £222,222 for the
preliminary work.

A high class Gravure, issued by Bovril
Limited, London, entitled "Tempting Bait,"
which is a reproduction of the charming oil
painting that was exhibited in the Royal
Academy in 1906 by Arthur J. Elsley, is given
free in exchange for Coupons found round all
bottles and jars of Bovril. Full particulars as
to conditions of obtaining these pictures are
given on the leaflets wrapped round the bottle
and jars.

The Bandmann Comedy Company on their
return from the north are to occupy the
Theatre for a fortnight commencing on the
13th inst. It will be seen from the advertise-
ment that nearly the whole of the pieces
to be produced are new to Hongkong,
and in view of the excellent impression
made by the Company on their recent
visit, they may feel assured of a successful
season. The plan is open at Mouries & Co's.

Yesterday's Police Court calendar, was
lighter than it has been for sometime, and the
small number of petty cases with which their
Worships had to deal was finished before eleven
o'clock. Two natives, who were apparently
desirous of increasing their wardrobe by
appropriating clothing belonging to other
people, were each sentenced to fifteen days'
imprisonment and four hours' stocks, while a
third who was found guilty of a like offence was
committed to jail for three weeks.

Here is a good cheer recipe that is guaranteed
sure cure for the "blues." Take a sheet of
nice white paper, a well-sharpened pencil, and
an odd quarter of an hour. Then write out
every grievance, worry, and ailment you can
possibly conceive of as pertaining to your woes
below self. Do you know what will happen
when you are through? A Paris bat to a
button that will burst out laughing as you
haven't done for days.—Good Housekeeping.

General Kropatkin's book on the war evokes
some interesting commentaries. The editor of
the Novoe Vremya discloses the substance of his
conversations with General Kropatkin and
Count Witte. The former is alleged to be not
only convinced that the war, if it had been
continued, would have ended successfully, but
that sooner or later the conflict will be renewed.
The latter refutes these views by reminding
the editor of the Novoe Vremya that Russia is
unable to defeat Japan without a fleet. The
latter publishes the significant statement that
Russia is unable to reinforce Vladivostok except
by sea, because she cannot transport additional
men or munitions over the Manchurian railway

As to Mr. Dickinson's Bill to enable women
to vote at Parisian military elections, the Times
points out that "all who vote for it or against
it will, at all events, vote with the knowledge
that it has but the remotest chance of becoming
law. It may, of course, pass the second reading;
other measures with the same object have
passed that stage before. But, however large
may be the majority in its favour, it can go no
further unless the Government decide to 'give
facilities' for the remaining stage. Other
measures block the way.... A change of
this magnitude ought not to be effected by a
private member's Bill, and we have a reasonable
confidence that it will not be so effected."

The arrival of Chinese troops as an army of
occupation in Manchuria is rousing serious
anxiety at Vladivostok as to the future of that
oulying region of the Russian Empire. A
telegram received from Vladivostok says
that the number of Chinese troops in Manchuria
is to be raised to 3,000 men. The inhabitants of
Vladivostok are becoming seriously alarmed as
to their future, especially as the southern, or
Chinese, bank of the Amur River is being
peopled by Chinese in ever-growing numbers,
and the Russians fear that the Chinese will take
their revenge, sooner or later, for Russia's
terrible massacre of defenceless Chinese at
Blagoveshchensk a few years ago.

The Brazilian Government has placed the
order for a Dreadnaught battleship with Messrs
Vickers, Sons, and Maxim, at Barrow. The
largest vessel ever built by the firm, she
will be 500ft. long, with 82ft. beam, and will
mount ten 12-inch guns, several guns of smaller
calibre, and many quick-firing guns, and will be
fitted with submerged torpedo tubes. She will
be one of the most powerful afloat, and will
embrace many new departures in warship construction.

The Amir is reported to have said, after reading
the advance copies of some of the addresses
proposed to be given to him in India, that he
did not quite understand why the address-
givers had heaped so much praise upon him
when he and they were perfect strangers and
when he had done for them nothing personally
to deserve such encomiums. He therefore put
them down either for insincere men or people
who had some ulterior object in view.

"They've got fever, and small-pox will
follow." Such was the diagnosis of a medical
practitioner without legal qualifications when
called in to attend four sick children at a
house in Temple Street, Yau-tai. The quack's
prognostication was right, but the father of the
invalids was wrong in not reporting the matter
to the authorities. For failing to do so he was
charged before Mr. F. A. Hassland at the
Police Court yesterday, and a fine of \$50 was
imposed.

The German Admiralty has just laid
before the Parliament a proposal to increase
the naval squadrons in the Far East and on
the West Coast of Africa by one small
cruiser for each. Last August a start was made
with the building of the new Marine School at
Flensburg-Mürwik, in Schleswig, and it has been
decided to remove thither in 1906 the
Marine School which is now at Kiel. The cost
of the removal will be £100,000, and the school
buildings at Kiel will be taken over in 1909 by
the Inspectors of Naval Education and the
Directors of the Naval Academy. At the same
time the Midshipmen's Division is to be removed
from the Kiel forts to Flensburg-Mürwik.

The death is announced as having taken
place in Paris last month of Sir Francis
Pinckney, formerly British Ambassador in
Vienna, and one of the best-known diplomats of
a former generation. The cause of death was
heart failure, following a serious attack of
influenza. Sir Francis was the ninth Earl of
Pingall, and was born on February 3, 1835.
Educated at Oscott, he entered diplomacy in
1855, and after having seen service in a number of different subordinate posts, he was promoted in 1883 to the rank of Minister at Tokyo, where he had already spent two years as Secretary of Legation
some ten years earlier. After having been transferred successively in the same capacity to Stockholm and Brussels, he was appointed Ambassador at Vienna in 1900, and shortly afterwards made a Privy Councillor. He retired in 1905, having reached the age limit of
seventy, and completed fifty years of distinguished
service. He married in 1870 to May
Trevise, daughter of Mr. C. W. Morgan, of
Philadelphia, and had two daughters, one of whom is married to Count A. F. Gyldeholz, a
Swedish Minister at St. Petersburg.

The strange coincidence that Messrs. H. F.
and H. C. Dickens, respectively father and son,
should be on opposite sides in an aristocratic
cause results from the Little issue in Parliament when the first Sir Robert Peel and his son crossed
swords. The sire had to present a petition from
the merchants of London against certain
currency reforms; his son was chairman of the committee which had the proposal in hand.
The old man, who was much moved, declared
of his son that "though he is deviating
from the proper path in this instance,
his head and heart are in the right place,
and I think they will soon recall
him to the right way." The future Premier
answered, in referring to the delicate position
in which he was placed in opposing himself to
an authority to which he had always bowed from
his youth up, and to which he hoped always to
bow with deference, said that he had now a great
public duty imposed upon him, and, whatever
his private feelings, from that duty he must not shrink.

The New York Herald is of opinion that,
owing to the foresight and energy of the
Admiralty and Parliament, no other country
may expect to approach Great Britain in the
construction of Dreadnaughts. "By 1910 the
British Navy will probably own seven Dread-
naughts, in addition to the three new battle
cruisers of the Invincible class, which constitute
the naval surprise of the season. A year later
France hopes to have two great ships, the
Danton and the Mirabeau, and Germany, in
addition to a 'monster cruiser,' is planning for
completion in 1911 of four of the latest design,
now projected. Russia and Italy are for the
moment out of the game, but Japan, thanks to
characteristic insight and initiative, promises
to have in commission by 1910 two vessels akin
in principle and possibly larger in displacement
than the Dreadnaught. So far (i.e., the United
States) are in the stage of expectation. It is
quite true that the South Carolina and the
Michigan, nominally of 16,600 tons, will prove
not later than 1910 to be notable additions to
the fleet. The rest depends on this Congress.
If another ship be added to the one authorized
in its first Session, we should rejoice somewhere
about 1910 or 1911 in two of the best afloat.
This means we will at the selected date be far
behind England, well to the rear of Germany,
and probably a little superior to France and
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TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

KING OF ROUMANIA.

LONDON, April 4th.

The King of Roumania's health has
failed and his condition is critical.

[King Charles, the second son of Prince
Charles Antoine of Hobenzell-Sigmaringen,
was born on 20th April, 1839 (old style).
He was elected hereditary prince in
March, 1866, and was proclaimed King
of Roumania by the vote of both chambers in
March, 1881, being crowned a few months
later. His consort Elizabeth is Carmen
Sylvia whose charming writings have a wide-
wide reputation. Doubtless the present unrest
in the Kingdom has not been without its effect
on His Majesty's health.]

GERMAN TORPEDO BASE.

LONDON, April 4th.

The German Government have
decided to make Emden a torpedo base.
[Emden a fortified seaport in Prussia is a
progressive town and its admirable means of
communication justify its selection.]

BRITAIN AND GERMANY.

LONDON, April 4th.

The Kaiser is to visit England in
August.

AN IMPORTANT CONFERENCE.

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT)

London, March 8th.

MR. CHAMBERLAIN'S HEALTH.

Mr. Chamberlain has gone to Valecure, a little suburb of San Raphael in the Riviera for a change of air. He is accompanied by his wife, and a staff of servants who support him when he moves about. The journey was intended to be conducted secretly, and different sections of the trip assumed names of the traveller was changed, so as to put the inquisitive off the scent. He started from a little suburban station outside Birmingham, and his luggage was sent another way. Yet he is too well known a figure for even such intricate devices to cover, and before Dover was reached the newspapers were made aware of the trip. It happened to be in Paris when he passed through under the name of Mr. Cook, and a friend who was with me saw the distinguished statesman through the carriage window. He tells me that there is indeed a great change, for although the ex-Colonial Secretary was miffed up it was clear that his vigour was much impaired, and his eye has lost a good deal of its former brightness. Nevertheless the Chamberlain family announces optimistic news of him every few days, and it is to be hoped that they are justified. Mr. Aspinwall Chamberlain says he is in bed with his father on his way through London and he was in very bright spirits. He admits however that his father will not appear in public for a considerable time to come. Reports from Valecure also state that satisfactory progress is being made, and Mr. Chamberlain takes daily drives and short walks, the latter with assistance. If the family wanted a quiet place for him they could hardly have selected one more conveniently secluded—if the term will pass. The locality is not without its associations, for on the Gulf of Plugs, on which Valecure is situated, was the birthplace of the Abbé Sieyes, the famous maker of paper constitutions in the great Revolution. His screeds did not avert the Great Terror, but that did not worry him, for he voted for the execution of the King, being very much of the temperament of the Vicar of Bray, as recorded in the song. It was from San Raphael also that Napoleon sailed for Elba.

SIR ERNEST SATOW SETTLES IN DEVON.
Sir Ernest Satow, having retired from the diplomatic service, has sought a retreat in the pleasant nooks of Devonshire. He has taken Beaufort, Ottery St. Mary, for a term of years, and the place is being made ready for his residence.

LODGE ELGIN AND THE COLONIES.

There is, I am assured, growing discontent among Labour and Liberal members in regard to Lord Elgin's administration at the Colonial Office. If no better understanding is come to soon I fancy there will be quite a little outburst in public. His treatment of those who appealed against the selection of members of the Upper House in the Transvaal Parliament has nettled those who do not favour the choice made by Lord Salisbury. But that is only one trouble. Mr. Churchill gives the impression sometimes in replying to questions that he separates himself from the attitude of his chief. This may be to pacify the extremist critics, but it is very noticeable. Moreover, there is another section in the House, of quite a different type, who criticise the attitude of the Colonial Office towards the sufferers in the Jamaica earthquake, and regards it as lacking in sympathy, and remarkable for niggardliness.

PRINCE OF WALES "MOVING HOUSE".

It is believed that the Prince of Wales is about to move into new quarters, for his growing family necessitates more room being provided. The exact mansion has not yet been selected, but one or two places in the Midlands are mentioned, though a still stronger report refers to Somerleyton Hall in Suffolk, a fine place belonging to Sir Savile Cressley. When the choice is made, York Cottage, the Prince's present quarters, will revert to the purpose originally intended—to serve as bachelor quarters for guests visiting Sandringham.

GOVERNMENT AND PEERS.

The announcement that the Government cannot proceed at present with the fight against the Lords has aroused Conservatives very much, and they scoff at the explanation that financial matters block the way. They attribute the change of attitude more to the Government defeat at Birriga, and the rout of the Progressives in the London County Council elections last Saturday. As a matter of fact the latter defeat has little to do with Imperial politics, and its significance is merely local, in my opinion. But it will certainly be beneficial in checking the growing tendency to embark on undertakings of speculative advantage, and involving the possible loss of great sums of public money. No, the immediate cause of the announcement is that the Government has unwisely overruled its programme, and the King's Speech forecast of legislation cannot be carried out in anything like its entirety. The Housing Bill for rural localities, and the Seafarers' Holdings Bill will probably be cast overboard, and others, including probably the Irish Universities Bill, may very likely follow. The Army Reform proposals, in addition to financial matters, will take up a big part of the time, and even an Autumn session will not suffice to carry all the Government is already pledged to do. Still many Liberals contend that the Premier should not have spoken so definitely about the House of Lords attack until he had all his weapons ready for the fray. As for the Conservatives, their attitude may be expressed as one of the broad grin:

L. C. C.

When I predicted nearly two months ago the defeat of the Progressives in the

London County Council elections I did not anticipate that their opponents would get a majority of 41. This amazing turnover, with only one gain to the Progressives in the whole of London, is the most remarkable result London has seen for years. This is the first time the Moderates have had a majority at all on the Council so they are for the most part now to the work, but there is no reason to suppose that now the elections are over the two parties will not work amicably together on general lines of policy so as to make the administration of London efficient, though on special matters there will be of course the usual marked divergences of opinion. The result is put down by many writers and politicians to the fact that the women electors polled in extraordinary numbers add with few exceptions voted for the Moderates. The London middle class voter of the female sex was aroused by the suffrage movement to a knowledge of her power as a voter. She knew the rates were high, and though she did not enquire why, she determined to vote against the men responsible. Moreover she regards the Progressives as Socialists, and the other side as more respectable. Take South St. Pancras for instance, where there are scores of women running boarding houses. The Moderate put up Mr. George Alexander, the actor manager, known often as the "ladies' pet," on account of his popularity with the fair sex. Why, he simply romped in at the head of the poll.

ROYAL VISITORS

I am informed that we shall not see Prince Fushimi, the Japanese visitor to Europe, till about the middle of May, for first of all he will travel incognito on the Continent till our weather gets more settled. We have with us this week, however, the Dowager Empress of Russia. She has had a very cordial reception, but the police have taken extraordinary precautions to ensure her safety. I am assured, by the way, that our relations with Russia have not for very many years been so cordial as at present.

A COLONEL'S BROKEN ENGAGEMENT.

Here is a new way of breaking an engagement, or at any rate of announcing the fact. Colonel Brocklehurst, M.P. for Macclesfield, went to a bazaar on Wednesday and publicly announced that his arranged marriage with Miss Edith Millicent Walton, of Boreley Priory, Nailsworth, Gloucestershire, would not be carried through. "We came to the conclusion," he said, "that it is better to be unhappy for a short time than to be united and be unhappy for a long time. So we agreed to break the engagement, and we parted the best of friends." If this method of announcing such matters becomes fashionable, bazaars will grow in interest, particularly in the small provincial towns where personal gossip is very nearly the staff of life.

"THERE IS NO END."

Still another book on the Far East. Mr. F. A. McKenzie, the well known war correspondent, has on the stocks a book to be entitled "The Unveiled East," in which he will enlarge on the conditions before and after the war, the alliance with Japan, and the changes which are taking place in the situation in the Chinese Empire.

CANADIAN RAILWAYS.

The progress of Canadian railway development is evidenced by the fact that in spite of the growing numbers of emigrants the supply of labour for the construction work is insufficient.

The Grand Trunk railway is therefore about to obtain 20,000 railway labourers from Great Britain and Russia to push on the work. It would be better, the Minister says, to resort to Oriental labourers that to have the railway shortage prolonged, to the suffering of the growing numbers of settlers in the West.

Moreover the various schemes for fast Atlantic services are being vigorously impressed on the authorities, and the day is near for great developments. All of which is of interest, as affecting the services to the Far East.

PEACE IN THE ORIENT.

If the Paris edition of the *New York Herald* is right, there should be no trouble in the Far East for a time, for the St. Petersburg correspondent of that paper declares that Great Britain, Russia, France and Japan have arrived at an agreement in regard to Far Eastern affairs which should make peace assured. The *New York Evening Post*, by the way, states that the Philippines are a most costly item for the United States and have made Uncle Sam pay £1,600,000 since the Americans took possession of the islands. American exports to the Philippines last year amounted to £1,400,000, and a good many Americans are objecting to this expensive part of America's administration.

JOURNALISTS AT DINNER.

Mr. Thomas Catling, who has just resigned the editorship of *Lloyd's News*, was entertained at dinner the other night by a remarkable gathering of well-known newspaper men, as well as the Lord Mayor and other officials of the city. Lord Burnham, the proprietor of the *Daily Telegraph*, Mr. Catling, and others contributed newspaper reminiscences covering half a century.

ARE STOCKBROKERS GAMBLERS?

Some amusement was caused in the House of Commons on Thursday by a question put to the Home Secretary by Mr. Horatio Bottomley as to whether the stockbrokers speculating in stocks and shares on the curb in Throgmorton Street did not come under the heading of gamblers and were not subject to the provisions of the Stock Betting Act. Mr. Gladstone replied that the Act referred to betting on races only, and the only further satisfaction that Mr. Bottomley could get was a suggestion that he himself should institute a prosecution. As Mr. Bottomley is a famous promoter of unsuccessful companies with a knack of soothing dissatisfied shareholders, the question coming from him had a certain amount of "nerve."

FUNNELS AND FLAGS.

PRIZE COURT DECISION.

The Libau Prize Court has decided the case of the German merchant vessel *Thea*, which was sunk by a Russian cruiser during the Russo-Japanese war. The Court awarded damages of 445,000 marks (£22,300) to the owners of the *Thea*, to be paid by the Russian Government.

BARTHOLMEY STAVEDERS FOR HAMBURG.

Owing to the unwillingness of the staveders of Hamburg to sign an agreement regarding the performance of day and night work, the shipowners engaged 2,000 English staveders, 800 of whom were to arrive on March 7th. They were to be quartered in war houses and ships in the harbour to keep them from coming into contact with the local men.

COLOGNE A SEA-PORT.

For some time past the Cologne Chamber of Commerce has petitioned the Prussian Government to improve the shipping facilities at Cologne. It is now rumoured that the Prussian Government is working out a project both for deepening the bed of the river Rhine from its two arms, the Waal and the Rijn, which enter the North Sea through the Netherlands, upstream as far as Cologne, and also for connecting the fortified capital of the Rhine and into a sea-port, which can be reached by sea-going vessels of small and medium draught. At this moment the Prussian Government is negotiating with the Netherlands Government.

SHIP'S REMARKABLE NON-STOP PASSAGE.

The s.s. *Goldmouth* arrived at Thames Haven last month after a passage from Balik Papan, in Borneo, a distance of 12,053 miles, without a stop. The speed throughout the passage averaged over nine knots per hour. This is the third non-stop run made by this vessel whilst burning liquid fuel, the first being from Singapore to Rotterdam in May-June, 1906, the second from Singapore to Thames Haven in September-October, 1906, and the third as described above. The chief engineer of the ship is Mr. Comar, who has been in charge on all three occasions. The vessel, adds the Press Association, belongs to Sir Marcus Samuel of the Shell Transport Company, whose superintending engineers are Messrs. Flanagan, Engleby, and Johnson.

LONDON TO QUEBEC IN SIX DAYS.

Reader's Agency learns that the contract with the Newfoundland Government for the new fast Atlantic service from Great Britain to Canada and the United States, via Newfoundland, is expected to pass the Colonial legislature during the present session. In explanation of the new route, it is pointed out that there is no intention of making any port in Newfoundland a terminal port. This will be London, Southampton, Liverpool, or Glasgow. If, however, it is so desired, it can be arranged that mails can be landed at Killary Bay, or some other suitable port on the west coast of Ireland. If Killary Bay is fixed upon, it will be necessary to construct a line sixteen miles in length, connecting Killary with the existing line from Albany to Dublin. With the completion of this new line, passengers and mail could go through from London to Killary, via Holyhead and Dublin in fourteen hours.

The contract provides for the employment of three Atlantic steamers of 5,000 tons gross and a speed of seventeen knots, but it is intended that the vessels shall be both larger and faster. From Killary Bay, where steamers would only remain long enough to pick up or discharge mails, the vessels would go direct to Green Bay (or, as it is called on the maps, Notre Dame Bay), a bay on the north-east coast of Newfoundland, 200 miles north of St. John's, and a distance of 1,700 miles from Killary Bay. At Green Bay, which, with a seventeen-knot boat, would be reached in just over four days from Killary, the steamer would again only remain long enough to land mails and passengers, after which the vessel would continue her voyage to St. John's, and thence to some port either in Canada or the United States, where she would discharge or embark Canadian or American cargo, returning to Green Bay in ample time to take up passengers and mails for the return weekly voyage to Europe.

Mails and passengers landing at Green Bay will now have to cross Newfoundland to the Bay of Islands, on the west coast of Newfoundland, a distance of eighty miles, this journey being accomplished in two hours, over a line which is to be built of 44 fathoms gauge. From the Bay of Islands the nearest point in Canada is Gaspé, in the province of Quebec, a journey of 275 miles across the Gulf of St. Lawrence. For this service a boat, having the same speed and capacity as those now crossing the Irish Channel, would be employed, the voyage occupying twelve hours. From Gaspé a line is already being constructed which will connect that port with the existing railway systems of Canada and the United States.

By this route it is claimed that even with seventeen-knot boats, Quebec would be reached from London in less than six days—a saving of nearly a day on the present average time. New York would be reached from London in 6 days 12 hrs., the record at present, by the fastest steamers, being six days from land to land. Chicago would be reached in seven days—a clear saving of twenty-four hours. In the case of Newfoundland there would be a saving of from four to five days over the present service. With the employment of boats similar to the quickest vessels now running to New York, the time (after allowing eight hours for transhipment) for the voyage from London would be as follows:

Quebec, 4 days 13 hrs.
Chicago, 5 days 14 hrs.
New York 5 days 14 hrs.

The Imperial value of the line is demonstrated by the fact that when the fastest steamers are put on the new service, the all-British route through Canada to the Far East, would be shortened by some forty-eight hours, as compared with the existing times. It is pointed out that no Irish port has been decided upon. The contract with the Newfoundland Government only stipulates for some port in Great Britain or Ireland. Killary has only been brought forward as it happens to be the nearest suitable point on the Irish coast to Newfoundland, but if it is desired to avoid transhipment, it is declared that the mails could be landed almost as quick, if not equally so, by going direct to some point on the mainland having rapid communication with London.

LATEST SIX MONTHS' MOVEMENTS.

The str. *Merioneth* left Liverpool and is due here on or about Friday, 5th April, at daylight.

The C.P.R. str. *Empress of India*, arrived Nagasaki at 7 a.m. on Thursday the 4th April and left there again at noon same day for Shanghai where she is due to arrive at 4 p.m. Shanghai, 6 days 13 hrs.

The N.Y.K. str. *Nikko Maru*, (Australian Line) left Thursday Island for this port via Manila on the 4th April, and is expected here 15th April.

THE SIEGE OF PORT ARTHUR.

The Standard has published a message from its St. Petersburg correspondent, who says that, in view of the fact that none of the defenders of Port Arthur are to be tried except

Stoessel and Fock and Colonel Reiss, Stoessel's chief of staff, the secret report made to the Emperor by Lieutenant-General Smirnov, commandant of the fortress at Port Arthur, is of deep interest. General Smirnov accuses the Chinese of having deliberately set to work to undermine the courses of the garrison, and of purposely bringing about the evacuation of vital points of the defensive lines in order to hasten a capitulation. He brands General Stoessel as a pitiful, and as grossly and in every way unfit for his responsible position. His report is the principal basis of the indictment of the three officers, whom he does not hesitate to accuse of treason.

THE CASE OF THE "TETAROS."

The Russian Government has at last been forced to reimburse the owner of a steamer sunk on sight by Russian warships during the

war, although the vessel was not carrying contraband. The steamer concerned is the German ship *Tetaros*, which was sunk by the Russian auxiliary cruiser *Rion* (ex-Smolensk) while on a voyage from Otaru to Tientsin with a cargo of railway sleepers. The cargo did not come within the provisions of contraband of war, and the German Foreign Office protested strongly to Russia against the sinking of the *Tetaros*. That was two years ago. Meanwhile, the underwriters in London, where the ship and cargo were insured, had to pay a full loss on the steamer, although the vessel was insured at the nominal price of 40s. per cent as the risk of her being sunk was thought infinitesimal. Russia notwithstanding the action of the German Foreign Office, made no overtures in the direction of satisfying the claims of the underwriters and owner. The owner therefore took the matter in hand himself, and has at last succeeded in extracting from the Russian Government a sum sufficient to cover his loss. British underwriters also benefit, as the money they had paid in claims is to be returned.

Russia is still being pressed to pay for the sinking of several other ships, which likewise had carried no contraband when overwhelmed. These include the Danish liner *Princess Marie*, the British steamer *Oldhamia*, the British India liner *Ikhona*, sunk by the *Terek* of Admiral Rodjnoskiy's fleet; and the British steamer *Knight Commander*, sunk by the Vladivostok squadron. Notwithstanding the action of the British Foreign Office to obtain settlement of the claim of the respective owners Russia so far has declined to give satisfaction.

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PROFOUND ASTONISHMENT.

Profound astonishment has been caused by the disclosure that Lieutenant Tryon, the officer of the Dorsetshire Regiment, who has been missing since Jan. 30, had been found under the assumed name of Fraser in the ranks of a squad of recruits drilling with the 2nd Battalion of the Seaforth Highlanders at Edinburgh Castle. Any doubt as to his identity was set at rest by an official statement made by the colonel commanding the battalion. The announcement was in the following terms:

Private Fraser, who enlisted into the Seaforth Highlanders, quartered at Edinburgh three weeks ago, has been identified as Lieutenant Tryon, who absented himself without leave from his unit at Gosport. He is at present detained at Edinburgh Castle.

With the exception of this information the utmost reticence was maintained in military circles. The Lieutenant was lodged under close guard in a room in the officers' quarters. It is not known how the identity was established, but it is understood that the suspicions of "Fraser's" comrades and his own admissions were confirmed on the arrival of the anxious father in Edinburgh. Immediately afterwards the military police, who had been sent to investigate the case, returned to London satisfied that the object of their mission had been accomplished. So far as could be ascertained when the mail left London, nothing had been decided as to the nature of further procedure in the case or the date when Lieutenant Tryon would be sent south. The Lieutenant's movements since his disappearance from London a month ago are still wrapped in mystery. All that is known is that he had found his way to Stirling. In that garrison town there is no depot of the Seaforth Highlanders, but recruits may be enrolled there for any regiment, and it was at Stirling Castle that Lieutenant Tryon enlisted as a private of the Seaforth. It is certain that the name under which he enrolled does not appear in the records of the recruiting office at Edinburgh.

As a new recruit "Fraser" was sent in the usual course to his battalion at Edinburgh Castle, and there he remained up to the time of his discovery. From the first his comrades and the non-commissioned officers with whom he came into contact were impressed by his gentlemanly demeanour, and were satisfied that he did not belong to the class from which recruits are generally drawn. For a private soldier his expenditure of money was lavish and that fact, combined with his conversation and soldierly bearing, led his comrades to believe that they had among them a recruit of no ordinary type. "Gentleman rankers" are, however, not uncommon in the Army, and had it not been for the wide publicity given to his strange story and publication of his portrait his presence in the S. Afr. corps might have passed without special comment or inquiry.

One of his comrades stated that "Fraser" was one of the smartest chaps they had had among them. He kept his own counsel, gave no hints as to his history and circumstances, and went through the day's work just like the rest of them. He gave the impression that he meant to "stick in" and see the thing through, and the belief was that if he had not been found out he would have risen in the ranks of the service.

Inquiries in Stirling showed that Lieutenant Tryon was seen in a hotel in that town on February 5. He sat in one of the public rooms. After staring into the fire for some time he rang the bell, and desired to have a room for the night. The lady clerk, thinking that the visitor's appearance was strange, told him that all the rooms were engaged, and that he would have to go elsewhere. The following morning he had the appearance of having spent the night in the open air. In the course of the day he got into conversation with some soldiers, one of whom suggested to a sergeant of the Argyll and Sutherland Highlanders, whose depot is at Sterling, that the man was a possible recruit. An engagement was made with the sergeant, and Tryon punctually kept the appointment. He was taken to the castle, where he remained for the night, appearing next morning before the recruiting officer.

"Fraser's" appearance and manner gave rise to the suspicion that he was a deserter, but a comparison with the description of a man whose name is on the deserter's sheet showed nothing against

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE DAILY PRESS, only, and special business matter to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only reprinted for Cash.

Advertisements and Subscriptions which are now ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

WANTED.

A COMPHADORE, having business connections throughout the South of China and able to provide substantial security in relation of landed property in Hongkong to the extent of 10 per cent. of annual turnover. Good remuneration to suitable man. First Class references from a Foreign Bank required. Apply by letter only in the first instance to DENNYS & BOWLEY.

Hongkong, 5th April, 1907. 714

C. U. S. R. A.

THE AFFINITY COMPETITION will take place at KING'S PARK, Kowloon, at 3 P.M. on MONDAY, 8th inst. Post Entries. His EXCELLENCY THE GOVERNOR has kindly consented to give away the Prizes on the completion of the above Competition.

Hongkong, 5th April, 1907. 715

TO LET.

A 9-ROOM HOUSE, 13, McDONNELL ROAD, Commanding Good View of Harbour, with fine Tennis Lawn. Apply to—

DO H KAI,

23A, Des Vaux Road.

Hongkong, 5th April, 1907. 716

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE COMPANIES ORDINANCE 1865, and

IN THE MATTER OF THE ON TAI MARINE INSURANCE CO., LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that by Order of the Court the Contributors of the above-named Company entitled to unpaid dividends are required, on or before the 5th day of JULY, 1907, to send particulars of their Claims to JOHN HENNESEY SETH, of Victoria, Hongkong, the Liquidator of the said Company, and if so required by notice in writing from the said Liquidator, to come in and prove their said Claims, and in default thereof the said unpaid dividends will be dealt with as the Court may direct.

Dated this 4th day of April, 1907.

HASTINGS & HASTINGS,

Solicitors to the above-named

Liquidator.

717

CITY HALL.

UNDER THE DISTINGUISHED PATRONAGE OF

H. E. SIR MATTHEW NATHAN, K.C.M.G.

THE ANNUAL CONCERT IN AID OF THE LIBRARY FUND OF THE Y. M. C. A. will be given on SATURDAY, APRIL 13, AT 9 P.M.

ADMISSION: TWO DOLLARS.

Seats may be booked at S. Moutrie & Co.'s Store.

Hongkong, 5th April, 1907. 718

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex.s.s. "Victoria" and "Caledonia."

From Calcutta ex.s.s. "Sardinia."

From Persian Gulf ex. I. S. N. & B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 12 o'clock NOON, TO-DAY.

JARDINE, MATHESON & CO., Agents.

Hongkong, 4th April, 1907. 721

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, AND SINGAPORE.

THE Company's Steamship

"INABA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 12 o'clock NOON, To-DAY.

No Goods cleared by the 11th inst. will be subject to rent.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 14th inst., or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

4th April, 1907. 721

NOTICE TO CONSIGNEES.

FROM LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE."

Captain Burch, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Goods will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

Owing to the steamer having encountered heavy weather and sustained damage, a General Average has been incurred. Consignees of Cargo will therefore have to sign the General Average Bond lying at the Office of the undersigned before their Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 4th April, 1907. 720

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SHIPPING.

ARRIVALS.

ARCADIA, British str., 3,514, J. H. Hide, 4th April—Singapore 30th March, Mails and General—P. & O. S. N. Co.
BALADER, British str., 1,958, R. W. Thomson, 4th April—Singapore 29th March, General—Gibb, Livingston & Co.
CHUNANO, British str., 4,167, Cox, 4th April—Kuching 29th March, Coal—Mitau Bawan Kaisa.
FORBOSA, British str., 4,074, B. W. Snow, 4th April—London 18th Feb., General—P. & O. S. N. Co.
JOHNSTON, British str., 4,256, H. Nish, 4th April—Singapore 29th March, General—Battered & Swire.
MARINA MARU, Japanese str., 3,738, Wm. Bainbridge, 4th April—Singapore 29th March, General—Nippon Yusen Kaisha.
INDIANA, British str., 3,255, McFarlane, 4th April—Singapore 28th March, General—Jardine, Matheson & Co.
MALTA, British str., 3,849, R. A. Peters, 4th April—Shanghai 2nd April, General—P. & O. S. N. Co.
MERIONETHSHIRE, British str., 1,950, C. H. Burch, 4th April—London 9th Feb., General—Shewan, Tomes & Co.
PHILIPINO, German str., 1,021, F. v. Mangelsdorf, 4th April—Bangkok 27th March, Rice and Wood—Butterfield & Swire.
RHENANIA, Ger. str., 4,034, L. von Heer, 3rd April—Hamburg 21st Feb., General—Hamburg Amerika Linie.
SOPHIE EICKMEIER, German str., 2,264, H. Kuhn, 3rd April—Meji 29th March, Coals—Arnhold, Karberg & Co.
VICTORIA, Swedish str., 383, Hellbeck, 4th April—Saigon 29th March, Rice—Arnhold, Karberg & Co.
W.H.C., British str., 1,257, John Ceyan, 3rd April—Saigon 29th March, Rice—Butterfield & Swire.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.

April 4th.
Daiya Maru, Japanese str., for Moji.
Hawu, British str., for Saigon.
Indroni, British str., for Shanghai.
Phempach, British str., for Saigon.

DEPARTURES.

April 4th.
ANDY, German str., for Quins.
ANGHIN, German str., for Canton.
ARACHIA, British str., for Shanghai.
BOUDIEN, French str., for Saigon.
CHRISTIANO, British str., for Canton.
CHONGYANG, British str., for Shanghai.
FLORA, British cruiser, for Amoy.
HOLSTEIN, German str., for Haiphong.
KIELING, British str., for Shanghai.
LUNDRA SCHIFF, German str., for Saigon.
MEFOC, Chinese str., for Chungking.
MOUTH, British cruiser, for Mir Bay.
OMOTO MARU, Japanese str., for Saigon.
PROVIDENCE, Norwegian str., for Haiphong.
RIOUAS MARU, Japanese str., for Yokohama.
SHAOHSING, British str., for Canton.
TAMU, British str., for Chinkiang.

SHIPPING REPORTS.

The Japane str. *Inaba Maru* reports: Mod. N. F.淫雨 throughout.
The British str. *Wahu* reports: Strong monsoon and cloudy.
The British str. *Indroni* reports: Moderate to strong N. E. wind with moderate sea dull and overcast.

VESSELS PASSED ANJER.

Mar. 14, British str. *Hinde*, Peck, Mar. 12, from Singapore for London.
Mar. 14, Dutch str. *Mariang*, Klijne, Feb. 4, from Rotterdam, for Batavia.
Mar. 16, British str. *R. J. Morgan*, Feb. 4, from Calcutta, for Batavia.
Mar. 16, Norwegian str. *S. Freig*, Provib, Mar. 14, from Tjilatjan for Batavia.
Mar. 16, German str. *Reichenbach*, Muller, Dec. 29, from Hamburg for Batavia.
Mar. 20, Dutch str. *Timor*, Koop, Jan. 10, from Amsterdam, for Batavia.
Mar. 20, Dutch str. *Gede*, Uedema, Mar. 20, from Batavia, for Rotterdam.
Mar. 20, British str. *Diamond*, Farriole, Mar. 20, from Batavia for Amsterdam.
Mar. 21, Dutch str. *B. P. Peers*, Barend, Jan. 2, from Amsterdam via Liverpool, for Batavia.
Mar. 23, Dutch str. *Witte*, Burchus, Feb. 16, from Rotterdam, for Batavia.
Mar. 23, British str. *Islander*, Wright, Mar. 21, from Christmas Island, for Singapore.
Mar. 26, Norwegian str. *S. Indroni*, Janssen, Mar. 2, from Bangkok, for Azores.

VESSELS IN DOCK.

April 4th.

ABERDEEN DOCKS.—*Sorogon*, Z. Y. de Aldoro, *Emerude*, Sophie, *Tjatjap*, *Rabi*, *Ching*, *Nanning*, *Loyal*, *Empress of India*, H.M.S. *Brindle*, *Lungtien*, *Metropolis*, *Metropolitan Docks*, *Mathilda*.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE, MOJI AND NAGASAKI.

THE Company's Steamship

"GREGORY APCAR." Captain S. H. Bohen, will be despatched for the above Ports on MONDAY, the 8th inst., at 4 P.M.

This steamer has superior accommodation for passengers and is fitted throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOUN & CO., LTD., Agents, Hongkong, 2nd April, 1907. 685

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAICHING," Captain A. E. Hodges, will be despatched for the above Ports on TUESDAY, the 9th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAITAIK & CO., General Managers, Hongkong, 4th April, 1907. 607

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"BRECONSHIRE," Will be despatched for the above Ports on or about the 10th of April.

For Freight and further particulars, apply to SHEWAN, TOME & CO., Agents, Hongkong, 19th March, 1907. 602

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	BERCONSHIRE	Brit. str.	—	B. P. Martin	P. & O. S. N. Co.	About 10th Inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Ger. str.	k. w.	Selmer	HAMBURG-AMERIKA LINIE	About 10th Inst.
MARSEILLE, ANTWERP, BREMEN & HAMBURG	SUEVIA	Dan. str.	—	Ebro	MELCHERS & CO.	About 19th Inst.
MARSEILLE, HAVRE, COPENHAGEN, &c.	SIBERIEN	Fremstr.	k. w.	Eckhorn	MESSAGERIES MARITIMES	On 16th inst., of 1 A.M.
MARSEILLE, &c. VIA PORTS OF CALL	POLYNESIEN	Ger. str.	—	R. Meyer	HAMBURG-AMERIKA LINIE	On 26th May.
MARSHALL ISLES, HAVRE, ANTWERP & HAMBURG	ZIETEN	Ger. str.	k. w.	Hildebrandt	MELCHERS & CO.	On 10th inst., at Noon.
NEW YORK VIA PORTS OF CALL	BRIGAVIA	Ger. str.	k. w.	Girstenbrau	HAMBURG-AMERIKA LINIE	On 19th Inst.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	k. w.	Schönfeld	HAMBURG-AMERIKA LINIE	On 17th May.
HAVRE, BREMEN & HAMBURG VIA STRAITS & C. T. S.	SEGOVIA	Ger. str.	k. w.	Blaefeld	SANDER, WIELER & CO.	On 14th June.
TRISTE, &c. VIA SINGAPORE, &c.	PERSIA	Aus. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 24th Inst., P.M.
NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	HAMBURG	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	To-day.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HORNSTAUFEN	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	On 3rd May.
NEW YORK VIA PORTS & SUEZ CANAL	ALBENGA	Aus. str.	k. w.	Doddwell & CO., LTD.	SHEWAN, TOME & CO.	On 29th May.
NEW YORK	MONTROSE	Aus. str.	—	—	—	About 12th Inst.
SAN FRANCISCO	APPALACHEE	Brit. str.	—	R. Archibald	SHEWAN, TOME & CO.	Quick despatch.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	—	H. C. Armstrong	CANADIAN PACIFIC R. CO.	About 20th Inst.
VICTORIA (C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.	—	DODWELL & CO., LTD.	DODWELL & CO., LTD.	On 11th Inst., at 4 P.M.
CALLAO, IQUIQUE, VIA JAPAN PORTS, &c.	LYRA	Aus. str.	—	—	TOYO KISEN KAISHA	On 1st May.
SALINA CRUZ, MEXICO, VIA MOJI, JAPAN	KASATO MARU	Jan. str.	—	W. F. Turner	ENG HOK FONG & CO.	On 25th Inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	POWTHAZAN	Brit. str.	—	J. Moore	BUTTERFIELD & SWIRE	On 2nd May.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	H. Minson	MELCHERS & CO.	On 10th Inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MANILA	Brit. str.	—	G. H. Livingston	G. H. LIVINGSTON & CO.	On 27th Inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	J. Minson	MELCHERS & CO.	About 5th Inst.
AUSTRALIAN PORTS VIA MANILA	MANILA	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 9th Inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHINGTU	Dut. str.	—	Zwart	JADEINE, MATHESON & CO.	On 10th Inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TAIWADAS	Brit. str.	—	Dowson	BUTTERFIELD & SWIRE	On 7th Inst., Daylight.
AUSTRALIAN PORTS VIA MANILA	KWEIYANG	Brit. str.	—	J. Warrack	JADEINE, MATHESON & CO.	On 25th Inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NANCHANG	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 27th Inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHITSHING	Brit. str.	—	B. W. H. Snow	P. & O. S. N. CO.	On 1st Inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	HUNGCHOW	Brit. str.	—	A. L. Valentini	HAMBURG-AMERIKA LINIE	On 16th Inst.
AUSTRALIAN PORTS VIA MANILA	FORMOSA	Brit. str.	—	F. W. Northcombe	BUTTERFIELD & SWIRE	On 25th Inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	ARCADIA	Brit. str.	—	S. H. Balow	DODWELL & CO., LTD.	On 25th Inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	RHENANIA	Brit. str.	—	E. Malchow	MELCHERS & CO.	On 10th Inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	SHAOHSING	Brit. str.	—	W. P. Baker	DAVID SASSOUN & CO., LTD.	On 7th Inst., Daylight.
AUSTRALIAN PORTS VIA MANILA	GEORGY APCAR	Brit. str.	—	H. A. Hards	JADEINE, MATHESON & CO.	On 12th Inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	P. E. FRIEDRICH	Brit. str.	—	H. S. Smith	HAMBURG-AMERIKA LINIE	On 15th Inst.
AUSTRALIAN PORTS VIA MANILA	KWONGSAK	Brit. str.	—	R. Almond	MELCHERS & CO.	About First Half of May.
AUSTRALIAN PORTS VIA MANILA	KWELIN	Brit. str.	—	W. P. Brymer	OBASA SHOSEN KAISHA	On 7th Inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	SENEGAMBIA	Dan. str.	—	A. E. Hodgins	SHEWAN, TOME & CO.	To-day, at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	LYRA	Dan. str.	—	T. Meyrick	BUTTERFIELD & SWIRE	On 9th Inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	AMOY & MANILA	Dan. str.	—	Fraser	DAVID SASSOUN & CO., LTD.	To-morrow, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	SWATOW & SHANGHAI	Dan. str.	—	Ponfannon	BUTTERFIELD & SWIRE	On 13th Inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Dan. str.	—	E. Sembill	MELCHERS & CO.	To-day, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TAMING	Dan. str.	—	E. J. Baller	JADEINE, MATHESON & CO.	On 1st May, at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	ZAFIRO	Dan. str.	—	Bekito	SANDER, WIRLER & CO.	On 14th Inst.
AUSTRALIAN PORTS VIA MANILA	SUNKEIANG	Dan. str.	—	—	CABLOWITZ & CO.	On 11th Inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	BORENO	Dan. str.	—	—	—	—
AUSTRALIAN PORTS VIA MANILA	KUMSANG	Dan. str.	—	—	—	—
AUSTRALIAN PORTS VIA MANILA	ISTOK	Dan. str.	—	—	—	—
AUSTRALIAN PORTS VIA MANILA	CAPEI	Dan. str.	—	—	—	—
AUSTRALIAN PORTS VIA MANILA	CAPEI	Ital. str.	—	—	—	—

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

